

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

DEMOLISHED

Property Name: _____ Inventory Number ~~000000~~ *PG: 79-95*

Address: 4409 Crain Highway, SW, Prince George's County - in the vicinity of Upper Marlboro

Owner: ~~Agricultural Fair Association~~ Thomas and Mary Wallace

Tax Parcel Number: 8782 13 Tax Map Number: 93

Project MD 301 Agency State Highway Administration (SHA)

Site visit by SHA Staff: X no ___ yes Name: _____ Date: _____

Eligibility recommended ___ Eligibility **not** recommended X

Criteria ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G X None

Is property located within a historic district? X no ___ yes Name of District: _____

Is district listed?: X no ___ yes

Documentation on the property/district is presented in: Project Review and Compliance Files

Description of Property and Eligibility Determination *(Use continuation sheet if necessary and attach map and photo)*

The two-story vernacular house and the property was inaccessible and a full documentation of the house was unable to be attained. The house has been abandoned and it appears the house has been built in sections over a period of time. The house is in a state of decay with the roof of the first story beginning to cave inward. The continuous side-gabled dormer at the second-story appears to have been three-bays wide and sided with clapboard siding. The two roofs have exposed rafter tails.

The States Road Commission began construction of the Robert Crain Highway (later US 301) in 1922. Crain Highway was designed to link southern Maryland's rural areas to northern Maryland's urban areas. With the introduction of a better road system, limited development was allowed to flourish along the corridors and within the rural areas of southern Maryland. When the Nice Memorial Bridge was completed in 1940 and linked the Virginia side of the Potomac to the Maryland side in Charles County, Crain Highway served as a bypass between Florida and New York. The automobile allowed expansion beyond the traditional town design and as the post-World War II era progressed, new road construction resulted in the suburbanization of the previously sparsely-settled portions of

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Eligibility recommended ___

Eligibility not recommended X

Criteria: ___ A ___ B X C ___ D Consideration ___ A ___ B ___ C ___ D ___ E ___ F ___ G ___ None

[Signature]
Reviewer, Office of Preservation Services

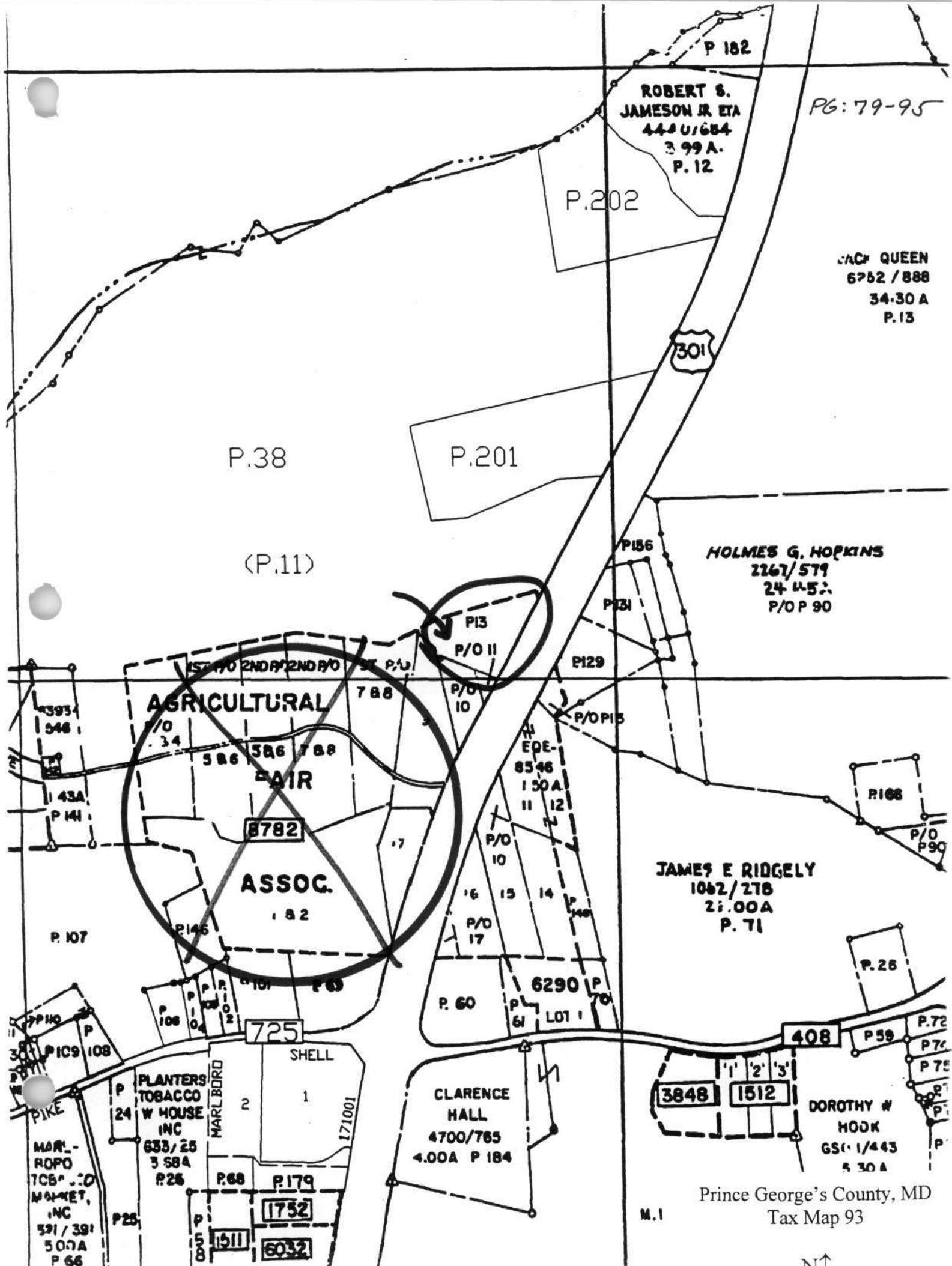
10/24/99
Date

Reviewer, NR Program

Date

northern Prince George's County. Crain Highway was widened in 1950 to handle the increase in traffic.

The c.1910 structure is not eligible for the National Register. While it is typical of the modest residential development found along Crain Highway, the resource lacks significance related to events, persons, or architecture. Criterion D, information potential, was not assessed for this study.



ROBERT S.
JAMESON JR. ETA
448 U/684
3 99 A.
P. 12

PG: 79-95

P.202

JACK QUEEN
6752 / 888
34.30 A
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HOLMES G. HOPKINS
2267 / 579
24 45 A.
P/O P 90

AGRICULTURAL

FAIR

ASSOC.

JAMES E RIDGELY
1062 / 278
21.00 A
P. 71

CLARENCE
HALL
4700 / 765
4.00 A P 184

DOROTHY W
HOOK
GS 1 / 443
5.30 A

Prince George's County, MD
Tax Map 93







~~XXXXXXXXXX~~ PG: 79-95

4409 Crain Highway
Prince George County, MD

Traceries

June, 1999

MD SHPO

View of east elevation

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